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HONGKONG, FRIDAY, JULY 31st, 1925

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TIME-TABLE.

WEEK DAYS

| STATIONS | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | P.M. |
|---------------|-----------|-------|-------|-------|------|------|------|
| Kowloon | Dep. 6.40 | 9.15 | 10.30 | 12.00 | 1.15 | 4.35 | 7.10 |
| Yau Ma Tei | Dep. 6.50 | 9.25 | 10.38 | 12.08 | 1.24 | 4.44 | 7.19 |
| Shatin | Dep. 7.02 | 9.38 | 10.51 | 12.21 | 1.38 | 4.58 | 7.31 |
| Tai Po | Dep. 7.15 | 9.49 | 11.04 | 12.34 | 1.49 | 5.09 | 7.44 |
| Tai Po Market | Dep. 7.27 | 9.53 | 11.08 | 12.38 | 1.53 | 5.13 | 7.48 |
| Fanning | Dep. 7.39 | 10.03 | 11.18 | 12.48 | 2.03 | 5.24 | 7.58 |
| Shum Shue Po | Dep. 7.56 | 10.07 | 11.25 | 12.52 | 2.07 | 5.29 | 8.03 |
| Shum Shue Po | Arr. 7.49 | 10.13 | 11.28 | 12.58 | 2.13 | 5.34 | 8.08 |

| STATIONS | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | P.M. |
|---------------|-----------|-------|-------|-------|------|------|------|
| Shum Shue Po | Dep. 7.51 | 9.06 | 10.38 | 11.40 | 3.00 | 4.17 | 6.08 |
| Shum Shue Po | Dep. 7.58 | 9.13 | 10.49 | 11.47 | 3.07 | 4.24 | 6.15 |
| Fanning | Dep. 8.10 | 9.25 | 10.59 | 11.51 | 3.11 | 4.28 | 6.19 |
| Tai Po Market | Dep. 8.22 | 9.38 | 10.59 | 11.51 | 3.21 | 4.38 | 6.29 |
| Tai Po | Dep. 8.34 | 9.50 | 11.04 | 12.07 | 3.25 | 4.42 | 6.33 |
| Shatin | Dep. 8.46 | 9.53 | 11.17 | 12.21 | 3.38 | 4.56 | 6.46 |
| Yau Ma Tei | Dep. 8.58 | 10.03 | 11.29 | 12.33 | 3.50 | 5.08 | 6.58 |
| Kowloon | Arr. 8.20 | 9.03 | 11.37 | 12.41 | 3.58 | 5.16 | 7.06 |

SUNDAYS AND PUBLIC HOLIDAYS

| STATIONS | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | P.M. |
|---------------|-----------|-------|-------|-------|------|------|------|
| Kowloon | Dep. 6.40 | 9.15 | 10.30 | 12.00 | 1.15 | 4.35 | 7.10 |
| Yau Ma Tei | Dep. 6.50 | 9.25 | 10.38 | 12.08 | 1.24 | 4.44 | 7.19 |
| Shatin | Dep. 7.02 | 9.38 | 10.51 | 12.21 | 1.38 | 4.58 | 7.31 |
| Tai Po | Dep. 7.15 | 9.49 | 11.04 | 12.34 | 1.49 | 5.09 | 7.44 |
| Tai Po Market | Dep. 7.27 | 9.53 | 11.08 | 12.38 | 1.53 | 5.13 | 7.48 |
| Fanning | Dep. 7.39 | 10.03 | 11.18 | 12.48 | 2.03 | 5.24 | 7.58 |
| Shum Shue Po | Dep. 7.56 | 10.07 | 11.25 | 12.52 | 2.07 | 5.29 | 8.03 |
| Shum Shue Po | Arr. 7.49 | 10.13 | 11.28 | 12.58 | 2.13 | 5.34 | 8.08 |

| STATIONS | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | P.M. |
|---------------|-----------|-------|-------|------|------|------|------|
| Shum Shue Po | Dep. 8.13 | 10.38 | 11.40 | 3.00 | 4.17 | 5.40 | 6.09 |
| Shum Shue Po | Dep. 8.19 | 10.43 | 11.47 | 3.07 | 4.24 | 5.46 | 6.15 |
| Fanning | Dep. 8.23 | 10.49 | 11.51 | 3.11 | 4.28 | 5.51 | 6.20 |
| Tai Po Market | Dep. 8.33 | 10.59 | 12.02 | 3.21 | 4.38 | 6.01 | 6.30 |
| Tai Po | Dep. 8.37 | 11.04 | 12.07 | 3.25 | 4.42 | 6.05 | 6.34 |
| Shatin | Dep. 8.51 | 11.17 | 12.21 | 3.38 | 4.56 | 6.18 | 6.47 |
| Yau Ma Tei | Dep. 9.03 | 11.29 | 12.33 | 3.50 | 5.08 | 6.30 | 6.59 |
| Kowloon | Arr. 9.11 | 11.37 | 12.41 | 3.58 | 5.16 | 6.38 | 7.07 |

SHA TAU KOK BRANCH.

| STATIONS | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | P.M. |
|-----------|-----------|-------|------|------|------|-------|------|
| Fanning | Dep. 7.45 | 11.30 | 2.30 | 6.25 | 7.25 | 10.15 | 1.05 |
| Shataukok | Arr. 8.40 | 12.25 | 3.15 | 7.20 | 8.25 | 11.10 | 2.00 |

| STATIONS | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | P.M. |
|-----------|-----------|-------|------|------|------|-------|------|
| Fanning | Dep. 7.45 | 11.30 | 2.30 | 6.25 | 7.25 | 10.15 | 1.05 |
| Shataukok | Arr. 8.40 | 12.25 | 3.15 | 7.20 | 8.25 | 11.10 | 2.00 |

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THE LOCAL STRIKE.

A LITTLE CHANGE IN SITUATION.

The strike situation in Hongkong remains practically unaltered. Reports still come to hand of workers having returned to their employment, at such places as the Docks, the China Light and Power Works, and other large concerns. There is, however, no sign yet of a break in the more serious side of the boycott—the resumption of trade. Local godowns are becoming overstocked with goods in store—goods that have arrived from overseas, having been ordered prior to the strike. There are instances of cargo being loaded on to ships that have no opportunity of sailing yet, in order that more room may be made in the godowns for other cargoes coming in. With practically no clearances from the Harbour, general trade is practically in a state of stagnation.

HAWKERS' RESTRICTIONS.

It is reported that as a result of representations made by the two Chinese members of the Legislative Council, the Captain Superintendent of Police has agreed for the time being at any rate, to lighten the restrictions placed on hawkers.

This has been done because it is felt that as the market stallholders left their posts, and their functions were for a time carried out by these hawkers, who have helped materially in the maintenance of an essential service, there should be some return made to them in the way of privileges.

It is understood that the regulations will be amended as under:—

The sale of fresh foodstuffs of any kind is prohibited within market limits.

Outside market limits, itinerant hawkers, whether licensed or not, will not be interfered with in the meantime.

Fixed pitches which have come into existence since the beginning of the strike will not be allowed where they would interfere with or cause obstruction to vehicular or other traffic.

THE SANITARY COOLIES.

In connection with the rumour that gained currency in the Colony on Wednesday that a number of returned Sanitary coolies had rejoined the ranks of the strikers, together with some new hands, because they were dissatisfied with their rates of pay, a *Daily Press* representative made further enquiries into the matter yesterday.

He was informed at the Chief Sanitary Inspector's office that no Sanitary coolies had left their jobs. As far as was known they appear to be satisfied with their rates of pay and there was every prospect of them being retained on the permanent staff in August.

Our representative was informed that people in general, and business people in particular, would be performing a great service and also lessening the work and making it much easier for the coolies employed, if they ceased to dump their rubbish on the pavements and roadway and retained it on their premises in the dustbins or other receptacles until the coolies called for it. It means far less work and bother for those engaged on the job if this done.

ATTEMPTED INTIMIDATION.

Attempts have been made to intimidate the new workers on the tramway. A number of notices have been found stuck up in the third-class portions of the car, apparently left there by some of the third class passengers. These notices threaten the tramway conductors and motor-men with penalties for remaining at work. One of the intimidators was caught on Wednesday while sticking up a notice and he is at present being held by the police for investigation.

THE SHIPPING SITUATION.

At 9 a.m. yesterday there were 94 vessels in the Harbour, of which 58 were British, compared with a total of 97 vessels (58 British) the previous day.

For the 24 hours ended at 9 a.m. yesterday there were seven arrivals and nine departures, against 11 arrivals and departures for the corresponding period. Of the arrivals, three were British; one French; and three Chinese. The arrivals were the *Staric Prince* from New York and Karata; the *Nam Sang* from Calcutta and Singapore; the *Halvard* from Macao; the *Song Bo* from Haiphong; the *Tuanta* from Shanghai and Swatow; the *Confucius* from Swatow; and the *Fooking* from Shanghai.

Mails were entered by the *Nam Sang* from Calcutta and Singapore (30 bags); the *Song Bo* from Haiphong (44 bags); and the *Confucius* from Swatow (12 bags).

The nine vessels leaving the port were the *Manila Maru* for Saigon; *Iwa Cheng* for Shanghai; the *Patroclus* for Singapore; *Sarvistan* for Swatow; *Knutsley Hall* for Shanghai; *Ombien* for Batavia; *Se Jongh* for Singapore; *Kraus* for Singapore; and the *Tuanta Whampoa*.

The a.s. *Fookong* from Shanghai did not enter the Harbour, but picked up a pilot at Green Island and proceeded direct to Canton.

VESSELS LAID UP.

Vessels at present laid up in port with incomplete crews include:—

In Kowloon Bay:—*Anhui*, *Taikoo*, *Wang*, *Kwangtung*, *Kaying*, *Liangchow*, *Kiangsu*, *Kaohow*, *Kalgan*, *Kashing*, *Suigang*, *Shansi*, *Chinhua*, *Kiukiang*, *Kansu*, *Luna*, *Lake Farrar*, *Lake Onawa*, *Haiyang*, *Haiching*, *Haifoong*, *Degrent*, *Chiphing*, *Fuen Sang*, *Ming Sang*, *Wo Sang*, *Hop Sang*, *Mike Mori* and *Sun On*.

At Sham Shui Po:—*Nagasaki*, *Kung On*, *Wah Sun*, *Fook On*, *Poo Lee*, *Wing On*, *Au Ping*, *Asia*, *Chiat Yok*, *Wa Tai*, *Kong Ning*, *Fook Sing*, *Heungshan*, *Jangshan*, *Fatshan*, *Kinshan*, *Honam*, *General Knox* and *General Hunt*.

At Stonecutters:—*Pawnee*, *Sun Li*, *Elida* (Glasen), *Kasara*, *Fuel Wah*, *Yue Ying* and *Loristan*.

At Wanchoi:—*Mao Sang*.

Among the ships in dock, some of which are affected, are the *Fulcrum*, *Changle* and *Taijing* (at Kowloon); *Ningpo*, *Taming*, *Tuannan*, *Bataria*, *Kaohow* and *Hungang* (at Taikeo); and the *Bullion Castle* at Cosmopolitan.

Labour for working the cargo in newly arrived ships is now fairly plentiful.

The *Empress of Australia* will be at the Kowloon Wharf to-day and the a.s. *President Madison* is also due in to-day. The local offices of both companies to which the vessels belong have no fear of defections among the crews.

THE "KUNG ON."

Despite the many stories that have been current regarding the supposed movements of the s.s. *Kung On*, which has been stated to have been seen at Samshui, Canton, Wuchow and several other places in that district, it has now been ascertained that the vessel is still anchored at Kowloon. She has been there ever since she was left stranded by her crew who deserted her on her arrival at Kowloon.

The crew, who had assured the Master that they would not leave the boat at Kowloon, deserted the *Kung On* while the cargo was being discharged there, following the receipt of a notice from the Seamen's Union ordering them to leave the vessel as soon as she arrived at Kowloon.

When an attempt was made to bring the vessel back to Hongkong, it was found that the engines had been interfered with.

ON THE BORDER.

Increased vigilance has been noted on the Chinese side of the border at Shun Chun during the past few days on the part of the Labour pickets, but the situation remains much the same as on Wednesday. The barrier erected across the railway lines on the Chinese side of the bridge has now been taken down, but the spot is still being closely guarded by soldiers.

THE RIVER STEAMERS.

The position with regard to the river steamers running to and from Macao daily remains unaltered. All are running according to the schedule, and are doing a fair trade, both with cargo and passengers. The steamers also continue to bring back a good number of passengers from Macao daily, among whom are returning strikers.

RICE EMBARGO REMOVED.

A meeting of the Trade Maintenance Bureau was held yesterday, and at it Mr. Ho Kwong (the Chairman), announced that through the good offices of the two Chinese members on the Council (the Hon. Mr. Chow Shou Son and the Hon. Mr. E. H. Kotevall) the Government had lifted the embargo on the export of rice.

This means that there is now perfect freedom of export of rice to all ports as before the strike, and Chinese merchants are deeply appreciative of the consideration of the Government in the matter. With the lifting of the embargo, some \$6,000,000 worth of rice is again restored to its natural channels of business, and the immediate effect of this will be a considerable easing of the money market.

It is stated that with the general situation returning to normal, the merchants will now seek the lifting of the embargo against other provisions in so far as this measure is consistent with the conservation of the necessary amount for local consumption.

The Trade Maintenance Bureau is doing something every day in its own sphere to relieve the situation brought out by the general strike and its efforts are deserving of support both from the general population and the Government alike.

(Continued on next column).

CANTON CHRISTIAN COLLEGE.

DR. HENRY IN HONGKONG.

HON. MR. P. H. HOLYOAK WISHES TO KNOW WHY.

We have received the following letter for publication from the Hon. Mr. Holyoak:—

Sir,—I have just learned that Dr. Henry of the "Canton Christian College" is at present staying in the Colony.

Since Mr. Graybill has never seen fit to satisfactorily explain the attitude of the "Canton Christian College" in the face of the official statement made by Sir James Jamieson as to what actually took place, and which has been supported by many others, nor has there been any official repudiation whatsoever of the extraordinary manifesto issued by the "Canton Christian College" it would be interesting to the British Public, of whom to some extent he is a guest at this time, to his American "friends" here, who have repudiated the statement, and to the World in general to whom this statement has been broadcasted, to have some authoritative pronouncement from Dr. Henry as to the present position and whether or not the "Principal and Professors of the "Canton Christian College" still adhere to the atrocious statements made in their document or not. In the absence of repudiation apparently they do. The writer is credibly informed that one member of the College staff at any rate was last night exhibiting photographs of the "assassinated" students, in the "Hongkong Hotel." Is this part of their propaganda? If so, I submit again that they have no right to accept hospitality or sanctuary in a British Colony.—Yours sincerely,

P. H. HOLYOAK.

Hongkong, July 30th, 1925.

[Ed. Note: We are informed that Dr. Henry came to Hongkong on Wednesday to attend a private meeting at the London Missionary Society yesterday. Last night he stayed in Chung Chau and he is returning to Canton, via Macao, this morning.]

HOUSE BOY SENTENCED.

A house boy in the employ of Mr. A. P. Glover, No. 4, Broadway Road, appeared before Mr. E. W. Hamilton, at the Kowloon Magistrate yesterday, to answer a charge of aiding and abetting another house coolie, employed by Mr. A. Kirk, of the P.W.D., to intimidate a motor-bus inspector at Sham Shui Po, on July 17th.

As reported in our yesterday's issue, the house coolie employed by Mr. Kirk was found guilty of trying to extract money by threats, and was sentenced to six months' hard labour.

Yesterday the coolie employed by Mr. Glover was sentenced to one month's hard labour on the above charge, and in addition to this, he was sentenced to three months' hard labour for receiving a stolen bicycle.

NAVAL YARD WORKERS.

Another rumour that was spreading in the Colony yesterday was that returned strikers employed at such places as the Naval Yard, and the Docks, were threatening to rejoin the ranks of the strikers again at the end of this month if they were not given their pre-strike rates of pay. According to the story they are feeling very sore about having had to start at the lowest grade or minimum rate of pay. A *Daily Press* representative made an enquiry yesterday at the Naval Yard regarding this matter and was told that so far as the authorities are aware there is no truth in the story. It is correct that they have heard the same rumour, but no confirmation of it could be obtained. In any case, if it could be obtained, the men will certainly prove to be true, the men will certainly not receive their pre-strike rates, and if they decide to go out on strike again, they will simply be allowed to go, and they will probably find themselves rounded up and deported as idlers. In which case they will be jumping from the frying pan into the fire.

THE FOOD SITUATION.

The supplies of both pork and beef for Chinese consumption are still short, in spite of the fact that there have been recent arrivals of pigs and cattle. The restrictions on slaughter have not yet been lifted, but it is hoped that supplies in the next few days will be adequate to permit an increase in the number of animals to be killed.

GENERAL NOTES.

In some places in the Colony the labour supply is exceeding the demand. At the Kowloon Godowns for instance there is not the least difficulty in obtaining all the labour required.

More returned lift-boys, cafe waiters, chit coolies, etc., are to be seen in the City and there is continued evidence of a return of this class of labour.

THE CHINESE AND THE PUBLIC MEETING.

I.—THE ANTI-BOLSHEVIK WORKERS.

(Contributed.)

It is generally agreed that the public meeting was a success. A great deal was included in the many resolutions. There was, however, no statement showing that the crowded meeting, and not only certain speakers, appreciated the attitude of some of the Chinese citizens of this Colony. There was no opportunity to ask for this appreciation to be shown for when resolution No. 5 was before the meeting, it would have been almost a crime to have kept the packed audience any longer in that tropical heat.

But certain facts, should be known in Hongkong. This quarrel is not really between China and the British Empire but between Russia and the British Empire. At the first opportunity—possibly in the Legislative Council—a definite tribute should be paid to the anti-Bolshevik Chinese of Hongkong. They too have helped. There are, in this Colony, many Chinese who fully realise that this local struggle is an important part of the great attack on capital and the freedom of the individual which has been planned in Moscow. Canton was captured by the Bolsheviks for the purpose of injuring Hongkong. The Russians, as in the old days, wish to enslave China and obtain her vast mineral wealth. They can only do that if Great Britain withdraws from the Far East. The first object of the Russians is to compel that withdrawal.

ADMIRABLE COURAGE.

The most courageous opponents of the Bolsheviks in South China have been the mechanics, and a tribute should be paid to the Committee of the Chinese Engineers' Institute in Hongkong. These mechanics worked day and night to counteract the efforts of intimidators who made a dead set at the members of the Institute. Constantly threatened, the members of the Committee went from club to club when their day's work was done. They genuinely believed that at any moment they might be struck down yet they did what they considered was a duty to their fellow workers. They exposed the arguments of the agitators. In the early days of the strike they exhausted themselves fighting the Bolshevik propaganda which was aimed at the Hongkong mechanics. They did this without any inspiration from, or appeal to the Government of this Colony. They often worked at this task, throughout the night, laboriously writing letters, or notices to individual waverers. The manifesto issued by the Engineer's Institute in the local Chinese newspapers saved a complete stampede. It required great courage to issue that manifesto. There is always appreciation of pluck in this Colony and that act was a challenge so plucky as to be almost worthy of the name of heroism.

It was of the same type as the courage of the miner who offers to rescue his comrades entombed to a coal mine. The fact that some mechanics left their work is evidence of the intensity of the struggle. The fees in Canton of this local Engineer's Institute made use of every possible weapon. Their audacity was only equalled by their unscrupulous behaviour. The definite refusal to strike by the official guild of the mechanics saved a universal strike. Not only did these men maintain essential services, such as electricity, water and ice supply, but they influenced other guilds. The chauffeurs, machinists, etc., were waiting for the members of the Engineer's Institute to capitulate. The electricians were the weakest section amongst the Chinese workmen and must not be confused with the members of the Engineer's Institute. The splendid fight put up by the latter is encouraging when there is so much pessimism about the future in China. It deserved a tribute from any public meeting of Hongkong residents, especially as it would have been praise and encouragement entirely unexpected. These men fought their fight, not in the hope of any reward or praise from the local Government or residents, but because they realised, in their common-sense fashion, the hollow mockery of the Bolshevik creed. They are Chinese patriots and the supporters of law and order. Although Government interference with guilds is not advocated every citizen can do something to help in spreading the truth about Bolshevism. Especially can the Chinese who read English help in this work. In the more educated sections of the Chinese community there are many men who have already done a great deal for the Colony. It is only fair that Hongkong residents who are anxious to fight Bolshevism should record their gratitude to their Chinese allies, and encourage them to continue this fight against the forces of disorder.

Perhaps the greatest weapon in the hands of the Bolsheviks in Canton has been the threats to injure relatives of workers. In many cases wives and families of men who earn a living in the Colony are in villages near Canton. If the Colony are in villages near Canton, it seems as if it would be as well to encourage workers to bring their families to Hongkong. Incidentally, it may be asked, are there any relatives of the members of the present Government of Canton in Hongkong? And have these gentlemen any property in the Colony?

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And half Your "Civvy" kit destroyed by damp and insects!

CORK SUN HATS - \$9.50

BEST QUALITY.

"AERTEX" UNDERWEAR - \$3.00

PER GARMENT.

SILK MIXTURE SOCKS-6 prs. for \$10.00

SHIRTS - \$4.50

HERE IS A "REDUCED PRICE" OPPORTUNITY TO REPLENISH YOUR WARDROBE.

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C. 4567.

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Uræmia and arthritis
Gout
Gravel and nephritic Colic
Glycosuria
Pyelitis and Chronic
Choleæmia
Arterio-Sclerosis in the first stage

SOURCE HEPAR

Biliary lithiasis
Biliary infection
Hepatic Colic
Insufficient Biliary Secretion
Constipation due to lack of Bile
Chronic congestion of the
Liver, Abdominal plethora

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[36]

Powell

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LAST DAYS

OF OUR

20% Discount Sale

Note

Ends on Saturday, Aug. 1st.

NEW ADVERTISEMENTS

INSURANCE OFFICES.

NOTICE.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN THAT ALL FIRE AND MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 3rd AUGUST, 1925.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries,
FIRE INSURANCE ASSOCIATION OF HONGKONG,
MARINE INSURANCE ASSOCIATION OF HONGKONG AND CANTON.
Hongkong, 30th July, 1925. [2484]

PEAK CLUB.

NOTICE TO MEMBERS.

A FLANNEL DANCE will be held at the Club on SATURDAY, AUGUST 1st, from 9.30 p.m. to 12 (Midnight) Sharp. Owing to present difficulties, the Committee regret that it must be limited to Members only. (No Tickets).

Late Peak Tram at 12.30 a.m. A Limited Number of Chairs and Rickshaws will be Available Till That Hour.
F. C. HALL,
Hon. Secretary. [2482]

THE HONGKONG ELECTRIC CO., LIMITED.

As practically all the Chinese Employees have Absented themselves from Work and the Remainder of the Staff is required for the maintenance of the Electric Supply, the Company asks Consumers to Call at the Head Office, P. & O. BUILDING (3rd Floor), and Pay their Accounts which are now ready.

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 13th July, 1925. [2432]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

WITH reference to the Offer of New Shares dated the 10th June, 1925 (made to Existing Shareholders of the Company) by the terms of which the sum of \$30 per share was to be paid on or before the 15th July, 1925, and the sum of \$30 per share on or before the 15th October, 1925, the Directors have decided that as regards these Shareholders (having a registered Address in the Far East) who do not feel themselves (owing to present circumstances) in a position to accept the Company's Offer on or before the 15th July, 1925, a further opportunity shall be given to them to take up the New Shares.

Such Shareholders may accordingly take up the New Shares on or before the 15th day of SEPTEMBER, 1925, and may pay the First Instalment of \$10 per New Share on or before that Date. They will, however, be required to pay Interest at 8% per annum on the amount of such First Instalment from the 15th day of JULY, 1925, until the Date of Payment.

The Second Instalment of \$20 per share will be Payable Not later than the 15th DECEMBER, 1925, and Interest upon it will be Payable from the 15th OCTOBER, 1925, at the Rate of 8% per annum, until the Date of Payment.

This Notice will not affect those Shareholders who accept or have accepted the Original Offer and who make payment on the Dates originally fixed, i.e., as regards the First Instalment on or before the 15th July, 1925, and as regards the Second Instalment on or before the 15th October, 1925.

By Order of the Board,
H. M. DYER,
Chief Manager. [2398]

FOR SALE.

BY THE UNITED STATES GOVERNMENT NAVY DEPARTMENT.

"AS IS" AND "WHERE IS" THE U.S.S. "AJAX," ex COLLIER "SCINDIA."

FOR Full Particulars regarding Terms of Sale and Inspection of Vessel, apply to the SUPPLY OFFICER, U.S. NAVAL STATION, CANTON, China.
Vessel Open for Inspection from JULY 15th, 1925, to AUGUST 13th, 1925, both Dates inclusive, between the Hours of 8.00 a.m. and 4.00 p.m., SUNDAYS and HOLIDAYS Excepted.
BIDS will be Publicly Opened at 2.00 p.m., AUGUST 14th, 1925.
Copies of Circular Proposals may be obtained at AMERICAN CONSULATE-GENERAL. [2435]

TO LET.

OFFICE in UNION BUILDING—TWO ROOMS on Fourth Floor.

Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

TO LET.

GODOWNS in ALEXANDRA BUILDING (Basement).

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd. [2082]

TO LET.

COMMODOUS SHOP and PREMISES, in ALEXANDRA BUILDING, from 1st SEPTEMBER NEXT.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd. [2289]

TO LET.

2 NEWLY-CONSTRUCTED 2-Storeyed Semi-detached HOUSES with Garages attached situated on Island Lot 2385, BRUNN ROAD, marked by Sign-board of SHUN HING Contractor just a little above MURKIN GAY ROAD. Occupation about June 1st.

Apply—
RANG KEE,
New Bank Building. [2221]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, The EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 3rd AUGUST, 1925.
Hongkong, 29th July, 1925. [2473]

HONGKONG HOTEL.

PEAK HOTEL.

REPULSE BAY HOTEL.

ON and from the 1st AUGUST, 1925, until, Further Notice, the following Charges will be made for Meals:—
BREAKFAST \$1.00
DINNER \$1.50
The Management has hitherto been reluctant to increase Charges but is now compelled to do so owing to the use of Imported Produce to a Greater Extent than was necessary before the Present State of Emergency arose.
THE HONGKONG AND SHANGHAI HOTELS, LTD. [2468]

NOTICE.

JULY TELEPHONE DIRECTORY.

THE ENGLISH SECTION of the JULY EDITION of the TELEPHONE DIRECTORY is now Available at the following Addresses, between 9 a.m. to 5 p.m. on Week Days:—
15-17, QUEEN'S ROAD, CENTRAL.
PEAK STORE (By courtesy of Messrs. LANE CRAWFORD & Co., Ltd.)
1, CAMERON ROAD, KOWLOON.

Subscribers are Requested to deliver up their Old Directories when applying for New Copies.
The Chinese Section will be Available at an Early Date. [2468]

HONGKONG TRAMWAYS, LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Fifty Cents per share has been Declared and will be Payable (on and after WEDNESDAY, 26th AUGUST, 1925, when Dividend Warrants may be obtained upon Application at the Office of the Company, THE REGISTER OF MEMBERS of the Company will be CLOSED from THURSDAY, 13th AUGUST to WEDNESDAY, 26th AUGUST, 1925, both days inclusive.
By Order of the Board,
W. F. SIMMONS,
Secretary. [2479]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMANA GULF, CENTRAL AMERICAN, AND SOUTH AFRICAN PORTS.

THE Steamship

"SOUDAN"

Captain G. G. RANDALL, carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, 3rd AUGUST, 1925, at Noon, taking Passengers, and Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 5 p.m. the Day before Sailing. The contents and value of all packages must be declared.
For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents. [2474]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"SLAVIC PRINCE"

having arrived from the above Port on 29th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 5th August, at 10 a.m. All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th August, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hongkong. Telephone No. 3165. [2481]

PREPAID "WANTED" ADVERTISEMENTS

Letters are being sent to this Office for Boxes X, Y, Z, V, W, 99, 40, 98, 99, 978, 1609, 1890, A.A.A.

TO LET—Furnished 5-Roomed House on the Peak with Garden and Tennis court, from 1st SEPTEMBER. Apply—A.A.A. c/o Hongkong Daily Press [105]

TO LET—Office, (1st Floor), Queen's Building, Occupied by Pacific Mail Steamship Company. Apply—Box No. 106 c/o Hongkong Daily Press [66]

INTIMATIONS

"GLEN" LINE, LIMITED.

S.S. "PEMBROKESHIRE"

CONSIGNEES of CARGO for HONGKONG ex S.S. "PEMBROKESHIRE" are hereby notified that their Cargo which was landed at SHANGHAI, is now being Re-shipped to HONGKONG per m.s. "GLEN" which is due here about the 3rd AUGUST. JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 29th July, 1925. [2480]

THE EAST ASIATIC CO., LTD.

OF COPENHAGEN.

M.S. "TONGKING"

FROM COPENHAGEN, GOTHENBURG, OSLO, HAMBURG, ANTWERP, ROTTERDAM and LISBON.

CONSIGNEES of CARGO for the above mentioned Vessel are hereby notified that owing to the Existing Strike Conditions, Cargo for CANTON, HONGKONG, SHANGHAI, and other ports, where it will lie at the Risk and Expense of the Owners of the Goods, Consignees are accordingly recommended to make the necessary arrangements as regards Insurance.

JOHN MANNERS & CO., LTD., Agents. Hongkong, July 24th, 1925. [2478]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHESTER LINE.

FROM NEW YORK.

THE Steamship "MERTON HALL" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th August, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 11th Aug., 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by THE BANK LINE, LTD., General Agents. [2477]

NOTICE TO CONSIGNEES.

M.S. "ESQUILINO"

CONSIGNEES of CARGO per this Vessel are notified that following her stranding near Masowah in the Red Sea, her Cargo has been landed at Masowah, where it will be shipped on board the m.s. "GERMANIA" and m.s. "DIETESSA D'AOSTA" which are in Hongkong on the 8th and 10th SEPTEMBER respectively.

LODGE & CO., LTD., Agents. Hongkong, 29th July, 1925. [2470]

THE BEN LINE STEAMERS, LTD.

S.S. "BENVOLIC"

FROM LEITH, MIDDLESBRO, ANTWERP & LONDON.

CONSIGNEES of CARGO per the above-mentioned Steamer are hereby notified that owing to the Existing Strike Conditions Cargo for HONGKONG is being Discharged at SHANGHAI where it will lie at the Risk and Expense of the Owners of the Goods.

Consignees are accordingly recommended to make the necessary arrangements as regards Insurance, etc.
GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 28th July, 1925. [2464]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "KNOWSLEY HALL" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd August, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th August, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by THE BANK LINE, LTD., General Agents. [2469]

"SELTONA"

COLLODION SELF-TONING PAPER.

"SELTONA" is a Daylight Printing Paper requiring no toning. No medium is capable of producing Prints of Better Quality or more Artistic Colour, yet it is the simplest possible Photographic Paper to work.

"SELTONA" need Fixing only.

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INTIMATION

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WHISKY

Blended where it is distilled, and
Bottled where it is blended
—in SCOTLAND.

A Skilful blend of the
finest matured Highland
Whiskies. A happy result
of long years of ex-
perience in distilling and
blending; with a fine
flavour that cannot fail to
assure appreciation from
the most discriminating
palate.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 81 YEARS. [30]

Hongkong Office: 14, Chester Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 31st, 1925.

THE LEGAL RIGHT TO DECLARE WAR.

We believe that the arguments of those Chinese extremists who are agitating for the abolition of the extra-territoriality treaties are, at bottom, based on the assumption that China is a full member of the Family of Nations, and is, therefore, the international equal of the Western Powers in all respects. What is the precise international position of China at the present moment?

No state becomes a full subject of international law entirely of its own volition. The text-books on international law are unanimous that it must possess certain essentials first, and then pursue a course of conduct in conformity with the Law of Nations. When it has fulfilled these two requirements, and, in addition, has been accepted by the other members of the Family of Nations, it then becomes a full member itself. The text-books are also unanimous in holding that before 1894, China was not a full person, from the standpoint of international law (i.e., possessing full international rights and duties), but since that date, she has been accepted within the sphere of international law for certain purposes, e.g., for joining the League of Nations.

When we examine the essential requirements for a state to become a member of the Family of Nations, we find that the two principal ones are the possession of definite territory and a strong Central Government, which is capable of protecting and administering justice to its own

subjects and also to the subjects of foreign nations; and, moreover, which is sufficiently powerful to suppress piracy, banditry, and private warfare within its territories and territorial waters. The first requirement—that of territory—China undoubtedly possesses, but she absolutely lacks the second. She can do none of the things which must be done before she can legally be considered as ranking with the Western Powers. From the purely legal point of view, there can be no possibility of an argument about extra-territoriality until this second fundamental requirement is fulfilled. The case of Japan is an excellent modern example of the legal rule that extra-territoriality is incompatible with full international personality. Japan set to work to fulfill all her international requirements, and as a result, extra-territoriality automatically disappeared.

When a state has full status in the eye of international law, it has certain further obligations which it must fulfill. Some of these have been ignored to a considerable extent by China. For example, other states have a full and equal right to trade with the subjects of that country. We advise those extremists who wish to close their country's doors to foreign trade to consult their text-books on international law, before committing themselves to such an absurd policy. GRIFFITHS and GRIFFITHS, the two founders of international law, both held that a denial of such rights by a state, gave the injured state or states an immediate right to make war. The question has largely been neglected in modern works on the subject, because every state with the exception of China has seen that it profits by commerce equally with other states. Nevertheless, it is uncontested that the right still exists unaltered. Again, it is unchallenged that a state which fosters discontent against another state, and encourages civil disorder within that state, gives the injured state an immediate right to make war. This is what the Canton Government has done with respect to the British Empire, in the matter of the Hongkong strike and other incidents. The right of the injured state is the right of Self-Preservation, admitted by all international lawyers.

Finally, when the agents of a state make organised attacks on territory set aside for foreigners, and injure foreign subjects in the process, this again gives a right to make war.

We set down these incontestable rights derived from the Law of Nations to indicate as clearly as possible the sum total of China's responsibility to the Western Powers. The Powers may not wish to proceed to extremes against that unfortunate nation, but they should certainly demand an end of the present intolerable position and a powerful guarantee that similar episodes shall not occur in the future.

The 24 hours ended on July 29th provided a nil return of notifiable diseases.

Prices charged for meat at the markets have given rise to complaint, it being alleged that stallholders are taking advantage of the present slight shortage to enrich themselves at the expense of their customers.

It is understood that the Navy League have enabled their support of the resolutions passed at Monday's public meeting and have promised to lend their aid in bringing the views of the meeting before the Admiralty.

At the Central Magistracy yesterday, before Mr. R. A. D. Forrest, a Eurasian, named George Olason, appeared on remand from the previous day in answer to the charge of the theft of seven gramophone records from Messrs. Pathe Freres, No. 12, Queen's Road Central. Defendant had stated that he was born in Shanghai. Efforts of the police to three weeks' hard labour, with the option of a fine of \$25.

At an examination held by Dr. G. H. Thomas, the following members of the X.M.C.A. Division of the St. John Ambulance Brigade passed as "qualified to render first aid to the injured":—
Ho Chung Yee, Young Wan Hing, Chak Tai Kwong, Thomas Sue, Cheng Ching Lam, Pan Shiu Kwai, Ng Po Lau, Wong Shu Wah, Lam Koi Yan, Lo Tung Fan, Ho Sai On, Ho Sai Yan, Tam Min U, Lau Ping Koo, Joseph Leung, Ng Hon Sang, Kwai Kin Wing, Wu Shiu Chee, Tong Fu Sum, Li Chee Chung, Leung Chik Wai, Cheng Kam Hon, Cheung Ho Chee, J. Gomes, and Pan Kwong Kuen. All rendered good service in connection with the Po Hing Fong disaster.

A case in which a Chinese was arrested on board the s.s. *Charles Hardwin* in possession of a seditious circular, came before Mr. S. B. B. McElderry at the Central Magistracy yesterday. The defendant tendered an explanation that he had been given the paper in Macao, and His Worship accepted the explanation, and while not taking a serious view of the case, said that people must not bring these things into the Colony. He fined defendant \$25.

OBITUARY.

MR. F. KING.

The death took place at the Naval Hospital yesterday after three weeks' illness of Mr. F. King, Inspector of Engines of the Engineering Department of the Naval Yard. He was a native of Portsmouth and had been in the Colony less than a year, having left Home for Hongkong on August 1st, 1924.

When the Chinese who were working on the Aerial Railway in the Ordnance Depot of the Naval Yard went on strike, Mr. King did the work and while doing so became affected with sunstroke which later turned to paralysis. His death came as a shock to his many friends and acquaintances and the deepest sympathy is extended to his sorrowing wife and daughter in their bereavement.

The funeral, which was attended by members of the Naval Yard and Naval Ordnance Depot staffs, took place yesterday at Happy Valley cemetery. The Rev. J. R. Johnstone officiated.

Amongst those present were Engineer-Captain E. G. Pallot, D.S.O., R.N., Engineer-Lieut.-Commander Greathhead, Lieut.-Comdr. Sankey, Messrs. Young, Harrison, Mitchell and (bearers) Messrs. Grant, Hollidge, Welch, Brock, Whyte, Burden, Newnham, Yallard, Lathan, Clarke, Magill and Moore.

Floral wreaths were sent from: His Wife and Daughter; Mr. and Mrs. J. A. Gibbons, Mr. and Mrs. Hartfield, Commodore and Mrs. Stirling, Engr.-Capt. E. G. Pallot, Mr. E. Thompson, Mr. A. E. Prouse, the Subordinate Officers of the Chief Engineers' Dept., Expense Account's staff, Members of the Civil Service Club, The Royal Dockyard's Association, Professional Officers' Society (Hongkong Branch), Chief Engineer and Staff, Staff of S.E.E. Dept., Members of the Gun Mounting Shop Staff, the European Staff, Naval Armament Depot; the Commissioned and W.O.'s Club, Royal Navy, C.D.'s Depot, the Imperial Concert Party, C.C.'s Office Staff, D.R.C., Naval Store Staff (Outside Staff), Official Staff of the Naval Store Department, and the Technical Officers' Association.

THE CHINA STATION.

FURTHER APPOINTMENTS AND PROMOTIONS.

In addition to the appointments on the China Station given in our issue of yesterday, the following appointment was made by the Admiralty in June—Lieut.-Commander K. F. D. Acland, to *Weymouth*, for passage home (on *Carlisle* recommissioning).

The Admiralty have also made the following promotions to date June 20th:—Comdr. Malcolm R. J. Malcolm-Scott, D.S.O., *Tarantula*, to Captain; Lieut.-Comdr. C. G. B. Collett, *Moravian*, to Commander; Lieut.-Comdr. J. W. Whitehorn, *Dockhafer*, to Commander; Eng.-Lieut.-Comdr. Stanley Hocken, late Hongkong Dockyard, to Engineer-Commander; Eng.-Lieut.-Comdr. Stuart Robins, late Hongkong Dockyard, to Engineer-Commander; Eng.-Lieut.-Comdr. C. W. Lambert, *Hawkins*, to Engineer-Commander.

A certain number of Lieut.-Commanders (2) are being considered for promotion, but it has been found necessary to defer gazeteting these for a short time. The promotion of such officers, when made, will be ante-dated to June 30th.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]RUSSO-POLISH FRONTIER.
FURTHER TROUBLE REPORTED.

Moscow, July 30th.
It is reported that the commander of the Soviet frontier guard in the Yampol district, whilst making a tour of inspection, was killed by Polish frontier guards, who are alleged to have crossed the frontier, dragged the body to their side and left it.

The Soviet Foreign Commissariat have protested to the Polish Legation and the matter will be considered by a mixed commission which will shortly leave for the frontier to enquire into the disputes.

U.S. FLEET IN AUSTRALIA.
HOSPITALITY UNABATED.

Melbourne, July 30th.
Australia's hospitality to the American fleet is unabated, and everything is being done to make all ranks feel at home.

Numbers of official and private entertainments are being organised, and most brilliant balls have been given by the Governor-General and the English-Speaking Union.

The sailors are eagerly joining trips into the country, desiring to see as much of the new land as possible.

IMPERIAL PRESSMEN.

VISIT TO ROCKY MOUNTAINS.

Victoria, British Columbia, July 30th.
Fifty Imperial Press Conference delegates from Great Britain and Canada sailed for Sydney after visits to the scenic centres of the Rocky Mountains.

The delegates were entertained at Vancouver and Victoria by the provincial and civic authorities and the Press before their departure.

FRENCH TRAIN DISASTER.

BIG TOLL OF KILLED AND INJURED.

Tours, July 30th.
Twelve people were killed and 20 injured by the derailment of a train from Le Mans at midnight last night.

FRENCH BANK CLERKS.

STRIKE FOR MORE WAGES.

Paris, July 30th.
A strike of French bank clerks for a rise in wages is spreading.

A meeting of the employees of a Paris bank who ceased work on Thursday last, voted unanimously in favour of a continuance of the strike. The employees of another bank in Paris, also bank employees in Lyons have decided to strike to-morrow.

EARLIER CABLES.

FIGHTING IN MOROCCO.
FRONT REPORTED QUIET.

Paris, July 29th.
Reports from Fez state that the entire front is quiet. The enemy is apparently adopting a defensive attitude, digging in everywhere.

The Bouassa post, aided by French artillery and aeroplanes, continues to hold out though the garrison is fatigued. Telegrams from Ceuta emphasise the excellent impression created by Marshal Petain's visit to the Spanish zone to exchange views with General Primo de Rivera. Measures are being adopted for Franco-Spanish intensive action.

RUBBER RESTRICTION.

U. S. REPRESENTATIONS.

London, July 29th.
In the House of Commons, replying to Commander Kenworthy, Mr. Austen Chamberlain said that the Government had received representations regarding the restriction of the export of rubber from the United States. Government through the United States Ambassador, Mr. Chamberlain thought, he ought not to state the contents of the representations. They would receive serious and immediate consideration.

NAVAL BUILDING.

LENGTHY DISCUSSION IN THE COMMONS.

London, July 29th.
In the House of Commons, Mr. Austen Chamberlain (Foreign Secretary) announced that Mr. Baldwin's statement on July 23rd regarding the Naval programme must be amended inasmuch as the annual construction of nine destroyers begins in 1927-28 and not 1925-27.

Speaking on the Naval Estimates, Mr. J. C. Davidson (Parliamentary Secretary to the Admiralty) stated that the battleship *Nelson* would be completed by the end of the year; the battleship *Radley* in April, 1927, two cruisers in May, 1927, three probably in October, 1927 and minelayers and destroyers in June, 1928. The complete cost of the new ships would be £38,000,000.

BUILDING OPPOSED.

Mr. Ramsay MacDonald (Labour) moved the reduction of the vote and denounced this expenditure. He declared that there was no possibility of any development of the political situation in the next decade which would make war necessary or inevitable. Nobody would say America and Japan were possible enemies, and, so far as France was concerned, the problem was primarily aerial. There should be no new building at present by any Government actively engaged in promoting disarmament conferences.

NO MENACE IN EUROPE.

Mr. Lloyd George said that there was no menace in Europe justifying this programme. He asked whether there was a menace to air routes in the Pacific justifying the burden? Could the Government conceive of any peril in the Pacific in the next decade where the United States would not be far more involved than we are on the same side?

TO MAINTAIN STANDARD.

Mr. Winston Churchill (Chancellor of the Exchequer) declared that the Admiralty had made the most extreme efforts to reduce the charge on the Exchequer, and the programme finally proposed by the Government was no more than any reasonable man would consider necessary for the sober but solid defence of our permanent naval position. The only menace was that the fleet was wearing out.

Mr. Churchill said that the Admiralty was determined that there should be administrative economies. The programme only did what was necessary to maintain the British Fleet at the one Power standard.

MR. SNOWDEN'S ONSLAUGHT.

Mr. P. Snowden (Labour) strongly attacked the Admiralty. He did not attach any importance to any Admiralty promise to effect considerable reductions. All talk about replacement did not disguise the fact that this was an increase in the strength of the navy. The alternative was a Disarmament Conference.

LABOUR MOTION REJECTED.

Mr. Bridgeman (First Lord of the Admiralty) replying, said that our need for cruisers was far greater than for any other country because of our widespread Empire. The present cruiser strength of 48 was the lowest since 1889. The lesson of the Falkland Islands showed the necessity of speed and strength of cruiser armament. He quoted figures showing Britain's considerable disadvantage in 1923 compared with the United States, Japan, and France if we did not lay down cruisers. He insisted upon the need of an adequate Navy, not as a weapon of offence but as a policy of insurance. Other countries were also probably doing the same.

Mr. Bridgeman quoted figures showing that out of 29 warships of different kinds laid down by five great maritime Powers since the war, our share was only eleven, including two Australian cruisers. The question of employment was not the first consideration, but the programme would mean the disbursement of £45,000,000 in wages alone. The only wise course for Britain, as long as other countries were armed, was to pursue a steady policy of replacement as ships became obsolete, and be always ready to consider the general proposition of disarmament consistent with the security of the Empire.

Mr. Ramsay MacDonald's motion was rejected by 227 to 140.

EARLIER CABLES.
HOME COAL CRISIS.
PREMIER'S UNTIRING EFFORTS.

London, July 29th.
Mr. Baldwin is pursuing all day his efforts in connection with the coal dispute. It transpires that the miners refused the extended offer of the owners of a guarantee of minimum wage rates for each district on a percentage basis, on the ground that they are pledged to refuse to agree to any proposal involving the lowering of wages in any district.

The special Trade Union Congress Committee jointly participated with the miners to-night on a renewal of the discussions with Mr. Baldwin but subsequently adjourned until to-morrow.

LATER.

The Central Committee of the Mining Association of Britain have unanimously strongly protested against the findings of the Court of Enquiry in the mines dispute, alleging that the Court's report gives an incomplete and even a distorted view of the case of the Association, pointing out that the report is unacceptable to the Association as an exposition of the facts or of proper deductions from the evidence.

LATEST CABLES.

GERMAN CONTRAST.

Berlin, July 30th.
A glut of coal is causing a crisis in German industry. Ten million tons are lying in the Ruhr and must be sold at any price to save the industry from ruin.

The only method of disposing of it is to export it. This explains the refusal of the German delegates at the International Miners' Federation in Paris to join the British in a strike, or even support the transport workers in preventing the export of coal.

The situation is such that the Ruhr owners are resorting to wholesale dismissals. Negotiations in which the Chancellor is participating are proceeding in Berlin to solve the problem.

EARLIER CABLES.

THE PRINCE'S TOUR.

Cape Town, July 29th.
The Prince of Wales sailed for South America on board the *Repulse*. He has very much enjoyed his private stay in the peninsula, mountaineering, playing golf and squash rackets and riding with the Cape Hunt. He climbed Table Mountain yesterday for a last glimpse of the hinterland, and lunched with the Duke and Duchess of Athlone to-day, when Government ministers were present.

OBITUARY.

LORD CHEYLESMORE.

London, July 29th.
The death is announced of Lord Cheylesmore. (Herbert Francis Eaton, third Baron Cheylesmore, K.C.M.G., was born on January 25th, 1848, and during his long and eventful life, had a distinguished military career. He passed into the Army direct from Eton, joining the Grenadier Guards in 1867. He commanded the 2nd Battalion when it was sent to Bermuda in 1890, and was in command of the Regiment nine years later. He retired with the rank of Major-General. At the time of his death, at the age of 77, he was Chairman of the London County Council, and ex-Chairman of the National Rifle Association. He was the author of a book on the Naval and Military Medals of Great Britain.)

EARLIER CABLES.

REUTER'S AMERICAN SERVICE.

RELIGION A L'AMERICAINE.

ATLANTA AND EVOLUTION LAW.

Atlanta, July 29th.
The Lower House has overwhelmingly voted against the Evolution Law similar to that which led to the case when the school teacher Scopes was charged with teaching evolution contrary to the law of the State.

CHICAGO HOTEL BATTLE.

Chicago, July 29th.
Five armed men entered a well known hotel and held up the office staff. The police were summoned, and a pitched battle ensued, in which a bystander was killed. One of the raiders was wounded and captured. The remainder escaped with booty valued at \$10,000.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

UNREST IN THE NORTH.
FOREIGN STATESMEN'S CONCERN.

London, July 29th.
In the House of Commons, replying to Mr. Forrest, Mr. Austen Chamberlain said that the telegraphic report of the British Charge d'Affaires at Peking of June 11th, stated that the police station at Shanghai was full of arms. No modification of that statement was contained in any later report.

Replying to Mr. Trevelyan, Mr. Chamberlain said the report of the Diplomatic Commission into the Shanghai shooting would not reach the Foreign Office until the middle of August. The findings of the Commission were unanimous. Until the report was considered he was unable to say whether it would be published or acted upon.

Captain Brass suggested that in view of present disturbances in China and the general unrest of the students there, the Government should consider the advisability of not using the boxer indemnity funds for educational purposes in China for the present.

Mr. Chamberlain replied that investigation in regard to the best use to which these funds could be put was bound to take some considerable time. He trusted that some considerable time had elapsed that long before investigation had ended the present troubles in China would have ceased. He believed the committee desired that some of their members should proceed to China to confer with the Chinese on the best use of the funds.

SENATOR BORAH'S BELIEF.

Boise, Idaho, July 29th.

Senator Borah, Chairman of the Senate's Foreign Relations Committee, declares that the Chinese situation will be brought before the Senate next session but because I want trouble, but because I believe it is the only way to prevent trouble. The attitude of the foreign powers towards China is keeping that nation from progressing and maintaining order.

NINE POWER TREATY.

Washington, July 29th.

The Senate Department is arranging a formal exchange on August 5th of the ratifications of the Nine Power Treaty relating to China.

JAPANESE TAXES.

A CABINET INCIDENT.

Tokyo, July 30th.

At a Cabinet meeting for the discussion of the new tax proposals, a considerable difference of opinion was revealed between the Kenseikai and Seiyukai factions which is apparently unbridgeable. The Premier requested two Seiyukai Ministers present, Mr. Ogawa, Minister of Justice, and Mr. Okazaki, Minister of Commerce, to resign, whereupon they left the meeting. Viscount Kato proceeded to the Palace to report to the Regent.

M. MERLIN'S SUCCESSOR.

Paris, July 29th.

It is understood that M. Varenne, Deputy for Puy de Dôme, who is Vice-President of the Chamber, will succeed M. Merlin, Governor-General of Indo-China.

CONFIRMATION.

Paris, July 30th.

Deputy Alexandre Varenne has been appointed Governor-General of Indo-China. *Havas.*

PRINCE MAHIDOL SONGKHA.

ARRIVES IN MARSEILLES.

Marseilles, July 29th.

Prince and Princess Mahidol Songkha have arrived on board the *President Adams*. The Prince is the fourth brother of the King of Siam.

VIEWS ON THE SHIPPING "HOLD-UP."

HOW PRESENT STATEMENT CAN BE BROKEN.

[BY ARGUS.]

Interesting views were advanced by two of the Colony's leading shipping men, yesterday, concerning the length of time the present statement—for it is in no sense a strike—is likely to last; but opinion was universal with regard to the only effective measure likely to remove it.

"Even if the Seamen's Union take the steps indicated in the *Hongkong Daily Press* this morning," said one man, "we should be very little worse off than we are at present."

The Harbour Master, I notice, stated that his department, in the event of another walk-out, was prepared to carry on the service of the five launches as was done during the recent 'strike.' I should like to see sufficient deck and engine hands brought in from Singapore or India to man all the essential harbour services. I do not put the suggestion forward as a panacea for the stagnation in trade which has been foisted upon the shipping community, because I am fully aware that the importation of non-Chinese crews would not benefit coasting vessels, who would still be faced with the refusal of the wharf gangs at Canton and other Chinese ports to unload cargo. However, non-Chinese crews, at any rate, would enable all Government launches, ferries and a fair proportion of private services to be carried on as usual.

Should the Government determine, in future, to carry only British subjects as members of the crew, I feel sure it would have a very salutary effect. It would be of great public interest had it been possible for Lieut-Commander Hole to express his opinion on this point in the newspapers.

As matters now stand, owners of launches appear to be dependent upon the goodwill of the Seamen's Union. I am not sure what the law on the subject is but imagine that should be Union men cause trouble, it would be possible to prosecute them. Those found guilty should be flogged, sentenced to gaol and deported for a term of years at the expiration of their sentence. If the present machinery of the Law does not allow for this, under the state of emergency it should not be difficult to enact Legislation along the lines I have indicated.

"This state of affairs cannot continue for long and while local shipping firms feel that the Hongkong Government is behind them, they are not so confident that the Home Government is yet fully cognizant of the situation."

Through the supine attitude of the Powers towards China since the Washington Conference, foreigners have lost much of their former prestige. It will be a sorry day for Hongkong, if the Home Government does not sanction the local authorities taking the steps necessary to prevent the Canton Government from further interfering with the trade of this Colony."

A LONGER VIEW.

Another man advanced the view that if the Canton Government was not riding for a fall he had missed his guess.

"It must always be remembered," he said, "that the tying up of the Colony's trade routes on others besides British firms. This is a cosmopolitan community and the Chinese themselves have an immense stake in the Colony's wealth. Two distinct occasions, the leading Chinese have been ready to take steps to cut the claws of the Sino-Bolshevik tiger of Canton, but have been prevented from doing so for political reasons—reasons which may appear fundamentally unsound to the man in the street. As I read the signs, the Powers chiefly interested in the China trade—the majority of which passes through Shanghai and/or Hongkong—are completing a proposal which the Peking Government is almost certain to see the wisdom of accepting. It is true that the writ of Peking, at the moment, does not reach far beyond the City walls; at the same time the moral backing of the Powers would considerably strengthen the hands of the Chief Executive—and this can be obtained if so desired. If Peking still holds aloof and refuses to bring the Canton Government to book, the task is bound to be undertaken by the Powers."

"In the meantime local shipping companies must carry on as best they can, until the political horizon is cleared, which, I am confident, will be before many weeks are past, if only for the reason that the Chinese are essentially traders and are not likely to suffer the present heavy losses much longer."

THREATENED POLICE.

MARKET VENDOR SENTENCED.

At the Kowloon Magistrate's yesterday, before Mr. E. W. Hamilton, a stallholder of the Yaumatei Market was charged with using threatening language towards two Chinese constables.

The evidence showed that the two police officers visited the market where a gambling school was being run. Three men were arrested and the defendant followed the party into Shanghai Street where he was alleged to have shouted to the crowd to strike the police officers. One of the constables then had the defendant arrested.

Although he denied the charge, defendant was sentenced to one month's hard labour with the option of a fine of \$30. His Worship remarking that the case was a very serious one.

HUNGRY M.P.'S AT LATE SITTINGS.

1,440 EGGS AND 260 LBS. OF BACON AT TWO NIGHT DEBATES.

One of the real problems of the all-night sitting of Parliament is the feeding of the six hundred, writes a lobby correspondent in mail week. When members have to stay after eleven o'clock, the usual hour for the House rising, they seem all to be afflicted with an overpowering hunger.

The favourite dish during the night, as it has been for years, is bacon and eggs. The House sat till 4 a.m. to-day, and till 3 a.m. yesterday, and in the course of those two late sittings members consumed two cases of eggs and over two sides of bacon each night.

These quantities work out at 1,440 eggs and over 260 pounds of bacon for the two sittings.

A PASSING VOGUE.

Members do not confine themselves to one meal. A record was established a year or two ago by one member, who during an all night sitting which lasted till 10 a.m. had seven meals, consisting of bacon and eggs each time.

From time to time attempts have been made to wean members from the bacon and eggs habit, and all sorts of tempting cold dishes have been provided. Appetising concoctions made with eggs, a wide choice of vegetarian foods, and numerous specialities provided by the chef had only a passing vogue. They were merely sampled, and then the demand for the British breakfast was renewed.

Another popular all-night dish used to be devilled bones and champagne, but with the changing personnel of the House in recent years orders for this have fallen off, though they have not entirely disappeared. Fifty pounds of strawberries were consumed yesterday and one member of the Government fortified himself during his vigil by repeated helpings.

Labour members specialised in tea and coffee in the ten rooms. There is no favourite drink. Despite the hot weather, there has been a steady run on whiskies and sodas, and a large quantity of lager beer has been decanted.

"ROYAL SHANDY."

It is the exception now, where it used to be the rule, for members to ask for a "Royal Shandy." This is a mixture of champagne and stout, of which recent comers to Parliament have never heard. One or two of the veterans, however, still revive memories of the old days, or rather the old nights.

Mr. J. C. Bradley, the manager of the Catering Department, has followed the example of the Conservative Chief Whip and introduced a shift system for the staff to meet the exigencies of the all-night sittings. Employees are saved the strain of having to be on duty on two successive all-night sittings.

REVENUE DEFICIT OF

£51,270,000

DECLINE IN PROPERTY AND INCOME TAX RECEIPTS.

A decrease of £7,044,287 in income and an increase of £25,363,414 in expenditure, are shown by the British revenue returns for April-June, the first quarter of the financial year, compared with the corresponding period of 1924.

Total revenue for the quarter is £189,137,110 and the total expenditure £220,459,878. The deficit on the quarter is therefore £31,322,768, or £12,412,701 higher than for the first quarter of last year.

The largest decline in revenue has taken place in property and income tax, which at £44,840,000 is £4,392,000 lower. Customs and excise receipts have fallen by £1,432,000, estate duties by £1,450,000, and corporation profits tax by £1,390,000.

SUPER TAX.

There is an increase of £1,500,000 from super tax, £350,000 from the Post Office, and £247,000 from motor vehicle duties. The increased expenditure is accounted for by the large sinking fund required for the advance in the cost of the Army, Navy and Air forces, and the Revenue departments and Post Office.

Floating debt has advanced by £19,325,000 to £791,500,000, but this is £28,781,000 below the total at the same date last year.

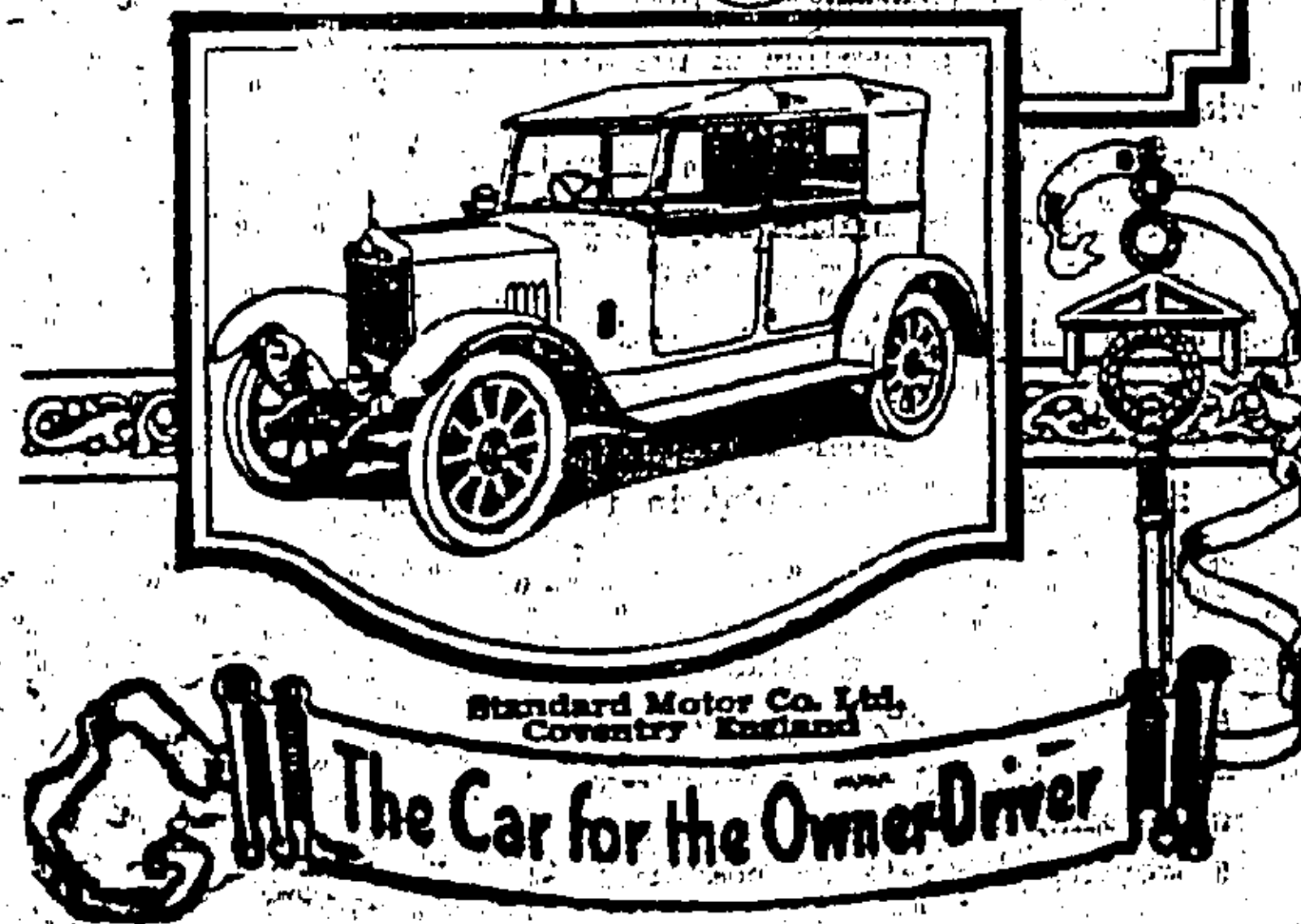
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TRADE UNIONS' BAD YEAR. MR. W. A. APPLETON ON LOSS OF MEMBERS.

A further decline in membership and receipts is recorded in the annual report of the General Federation of Trade Unions, which was issued recently. The membership is now 830,316, as compared with 920,000 in 1934 and 1,337,068 in 1933. Receipts show a decrease of £2,321 as compared with last year, but expenditure also diminished. Mr. W. A. Appleton, the general secretary, makes the comment that the total federation benefit paid up to the present time is £1,138,793, which with the reserve fund of £149,943 makes an aggregate of £1,288,736 of benefits paid or in hand, which is £2,157 more than the total contributions and entrance fees paid by affiliated societies. No other trade union, organisation in this or in any other country, he says, can show such good results or offer such good cause for jealous antagonism.

Commenting on the fact that the federation has not had a successful year, Mr. Appleton writes that, like all trade union organisations, it has suffered losses in membership. The greatest of these losses arise from amalgamation and loss of membership in the unions themselves, and some arise from the poverty of unions, who, through unemployment, find their contributions smaller, or, as in some cases, find themselves handicapped through wartime commitments to expenditure which after-war incomes cannot meet.

TAXATION AND UNEMPLOYMENT.
The federation, the report states, has sought to assist in the intelligent discussion of problems and circumstances affecting trade and prices. The facts concerning these are not too generally understood, nor are the deductions from the facts always pleasant. In less strenuous times a little ignorance and a little disinclination to accept logical deduction did not appear to threaten such serious consequences. To-day neither men nor women who think connectedly will hesitate to denounce the policy of *laissez faire* as applied to production, to trade, and to prices. If things were well, something might be urged in favour of leaving them alone, but they are not well when 13 1/2 per cent. of the presumably employable population are unemployed and 4.01 per cent. of the inhabitants are in receipt of some form of public relief. Charity, whether it is public or private, is neither desirable nor desired. Only a very small percentage of the people of this country have reached that pitch of decadence which regards the idly dependent state as the perfectly happy state, and the management committee has not hesitated to support any inquiry or effort which appeared to offer any chance of eliciting the truth about trade or of providing remunerative employment.

Referring to the stabilisation of currencies, Mr. Appleton says that the return of the pound sterling should cheapen food and raw materials imported from countries where the pound has been at a discount; but it would be unwise to imagine that a return to the gold standard must necessarily result in an immediate or complete solution of the problems of trade and unemployment. It is only one step. A reduction in rates and taxes offers another step. Economists know that high taxes, high prices, and actually high wages seldom go hand in hand. Even if they do come together for a period, that period must be short. High rates and taxes going on to costs of production, and ultimately on to selling prices, are enemies to trade, particularly overseas trade. They are consequently enemies to continuous employment and to really good wages.

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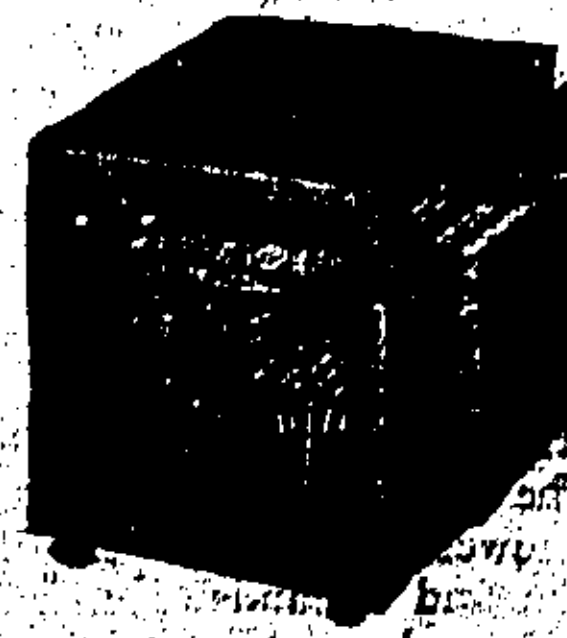
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ORNAMENTAL
PLASTER
WORK

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SIMPLEX PLASTER Co., Ltd.

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SHIPPING NEWS

ARRIVALS.

July 29th.
Confucius, Chinese str., 1,585 tons, Capt. A. Nume, from Swatow, lying at Stonecutters.—Kung Chung S.S. Co.
Halvard, British str., from Canton, lying at buoy No. C18.
Nam Sang, British str., 2,931 tons, Capt. D. R. Kibbe, from Calcutta and Singapore, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.
Shure Prince, British str., 3,369 tons, Capt. B. Morrison, from New York and Karatau, with a general cargo, lying at buoy No. A93.—Furness (Far East).
Song Do, French str., 720 tons, Capt. J. Bonnamour, from Haiphong, with a general cargo, lying at buoy No. C15.—M.M.
Yuan Ta, Chinese str., 2,985 tons, Capt. Olsen, from Shanghai and Swatow, with a general cargo, lying at Stonecutters.
Hoson Maru, Japanese str., 2,350 tons, Capt. S. Tabata, from Swatow, with a general cargo, lying at O.S.K. wharf.—O.S.K.

CLEARANCES.

July 30th.
Yei Maru No. 2, for Haiphong.
Hydranges, for Swatow.

SHIPPING MOVEMENTS.

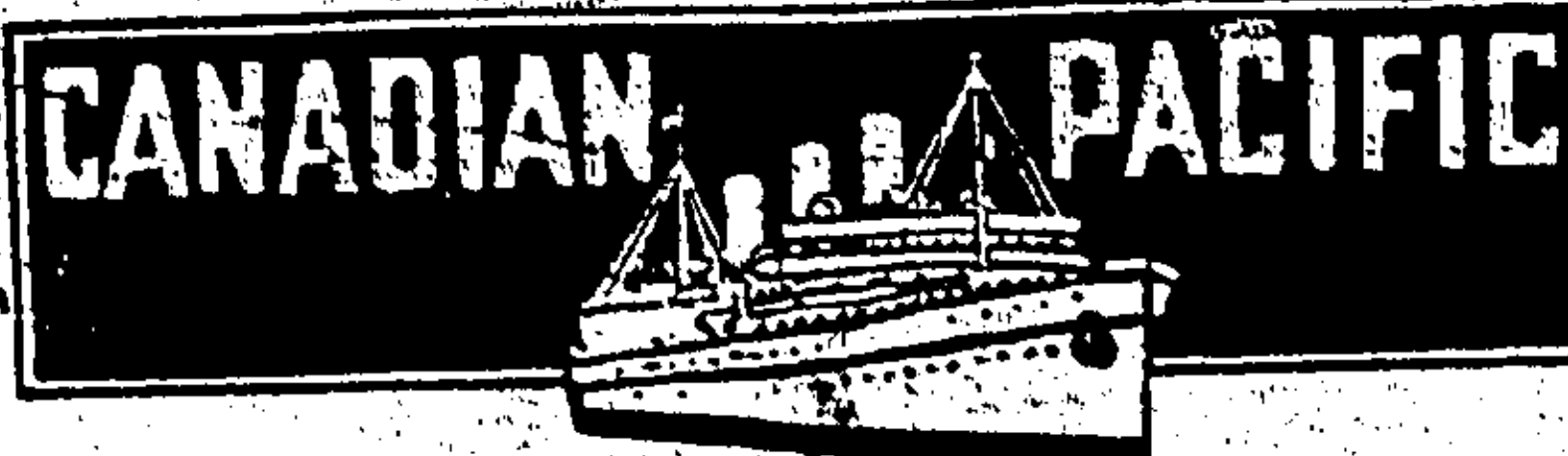
The R.M.S. *Empress of Canada*, which left Hongkong on July 10th, arrived at Vancouver on July 27th.

VESSELS EXPECTED.

Eastern Prince, due August 2nd.
Empress of Asia (C.P.R.), due August 10th.

SHIPPING NOTES.

Notice is given by the Marine Department of the Chinese Maritime Customs that the lantern of the main light at the Lammoeks Islands is seriously damaged. Immediate steps are being taken to establish temporary lights pending repairs to the main light. The temporary lights will each show a white light, flashing every 12 seconds; thus: Light, 1; seconds; eclipse, 10; seconds; and will be so arranged that one or the other of them will be visible all round the horizon in clear weather for a distance of about 10 nautical miles. Whilst every endeavour is being made to establish the temporary lights and repair the main light as expeditiously as possible, mariners are warned that during the interim the main light cannot be relied upon, and that vessels approaching the islands should do so with the utmost caution.



HOME VIA CANADA

Future sailings to VANCOUVER via Shanghai and Japan Ports and Atlantic Connections.

| Leave Hongkong | Arrive Vancouver | Leave Vancouver | Arrive Quebec | Arrive Southampton |
|-------------------|------------------|-----------------|------------------|--------------------|
| Empress Australia | Aug. 7 | Aug. 28 | Empress Scotland | Sept. 2 |
| Empress Asia | Aug. 20 | Sept. 7 | Empress France | Sept. 19 |
| Empress Canada | Sept. 5 | Sept. 21 | Empress Scotland | Sept. 30 |
| Empress Russia | Sept. 17 | Oct. 5 | Empress France | Oct. 14 |

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL POINTS. Standard Sleeping Cars—Compartments—Drawing-Room Dining Car.
 Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC.
 DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.
 BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

| Leave Hongkong | Arrive Manila | Leave Manila | Arrive Hongkong |
|----------------|---------------|----------------|-----------------|
| Aug. 12 | Aug. 14 | Empress Asia | Aug. 15 |
| Aug. 26 | Aug. 28 | Empress Canada | Aug. 29 |

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAQ.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

JAVA.
 PENANG MARU — Tuesday, 4th August.
 VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
 Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.
 Through passage rates to Europe via America G-2405, G-2420, G-2440.
 KAGA MARU — Thursday, 3rd August, 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore Ports.
 KAMO MARU — Saturday, 1st August, 11 a.m.
 HAMBURG via LONDON & ROTTERDAM & Ports.
 LIMA MARU — Monday, 10th August.
 LIVERPOOL via ADEN & MARSEILLES.
 TOYOHASHI MARU — Sunday, 16th August.
 SYDNEY & MELBOURNE via Manila & Ports.
 NISHIMA MARU — Wednesday, 19th August.
 NEW YORK and/or BOSTON via PANAMA.
 BUENOS AIRES via Singapore, Durban & Cape Town.
 KANAGAWA MARU — Sunday, 9th August.
 BOMBAY via Singapore & Colombo.
 TOKUSHIMA MARU — Wednesday, 12th August.
 CALCUTTA via Singapore, Penang & Rangoon.
 RANGOON MARU — Tuesday, 18th August.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU — Thursday, 20th August.
 SHANGHAI, KOBE & YOKOHAMA.
 KASHIMA MARU — Monday, 27th July.
 HAKONE MARU — Wednesday, 11th August.
 For further information, apply to— NIPPON YUSEN KAISHA.
 Telephone Central Nos. 292, 293 & 2422 S. KINOSHITA, Manager.

SHIPBUILDERS,
 SHIP REPAIRERS,
 BOILER MAKERS,
 FORGE MASTERS,
 OXY-ACETYLENE AND
 ELECTRIC WELDERS,
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

THE TAIKOO DOCKWARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.
 — DRY DOCKS —
 Length 787 Feet
 Length on Blocks 750 Feet
 Depth on Centre of
 SHIP (L.W.S.S.) 34 ft. 6 ins.
 — THREE SLIPWAYS —
 Capable of Handling Ships Up
 to 3,000 Tons Displacement.
 Electric Cranes at Sea Wall, Capable of
 Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE, AGENTS.
 HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOO DOCK," HONGKONG.
 TELEPHONE No. 212.
 CALL FLAG: "C" OVER "A.S. PENANG."

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

YOKOHAMA via KOBE & MOJI "NAMSANG" ... Saturday, 1st Aug., at Noon.
 STRAITS & CALCUTTA ... "KUMSANG" ... Thursday, 13th Aug., at 3 p.m.
 YOKOHAMA via KOBE ... "KUTSANG" ... Friday, 14th Aug., at 7 a.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE ... EVERY TEN DAYS
 SHANGHAI—HONGKONG LINE ... EVERY THREE DAYS
 HONGKONG—MANILA LINE ... EVERY SATURDAY FROM BOX POST
 HONGKONG—HAIPHONG LINE ... EVERY SUNDAY FROM BOX POST
 HONGKONG—BORNEO LINE ... EVERY FORTNIGHT
 HONGKONG—TIENTSIN LINE ... EVERY FORTNIGHT
 HONGKONG—BANGKOK LINE ... EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
 GENERAL MANAGERS

TELEPHONE CENTRAL No. 218.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS

| Vessel | Due Hongkong | Vessel | Leaves Hongkong | Discharges |
|-----------------|--------------|--------|-----------------|------------|
| "PEMBROKESHIRE" | — | — | — | — |
| "GLENIFFER" | — | — | — | — |
| "GLENROSE" | — | — | — | — |
| "GLENAMOY" | — | — | — | — |
| "GLENARBAY" | — | — | — | — |

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
 THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ext. 22, and Central 2196.

AMERICAN FAR EAST LINE

OPERATED FOR

UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
 FROM HONGKONG BY DIRECT ROUTE
 (22 days to San Francisco, 28 days to Los Angeles).

U.S.S. "WEST IVAN" ... Due Hongkong 2nd Aug.
 U.S.S. "WEST FARALON" ... Due Hongkong 4th Aug.
 U.S.S. "WEST SEQUANA" ... Due Hongkong 11th Aug.

TO MANILA AND ILOILO.

U.S.S. "WEST CAJON" ... In Port
 Leave Hongkong 25th July.

TO SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S. "WEST SEQUANA" ... Due Hongkong 11th Aug.
 Leave Hongkong 13th Aug.

For Full Information, Apply to—

STRUTHERS AND BARRY,
 L. EVERETT, Inc.,
 General Agent,
 Japan, China, Philippine Islands,
 Indo-China, Straits Settlement.
 1st Floor, Queen's Building,
 J. ORAM SHEPARD,
 Res. Agent,
 Phone: Central 2202.

HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.

Regular Four-weekly Service between
 Japan, Vladivostok, China, Hongkong, Manila, Singapore
 and
 Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
 North-Continental Ports

SAILINGS FOR EUROPE:

U.S. "OLDEKERK" ... 11th Aug., 1925
 U.S. "GEMMA" ... Beginning of Sept.
 U.S. "ZOSMA" ... Oct.

ARRIVALS FROM EUROPE:

U.S. "ZOSMA" ... 23rd Aug., 1925
 U.S. "OOSTERK" ... 20th Sept.

All Steamers have a Limited Accommodation for Passengers.
 For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,

Agents, York Building

Telephone Central No. 1574.

HAMBURG AMERIKA LINIE.

COMBINED FREIGHT AND PASSENGER SERVICE.

SAILINGS FOR SHANGHAI AND JAPAN.

S.S. FUERST BULOW ... due from Europe ... or about 10th Aug.

NEXT SAILINGS FOR EUROPE.

MARSEILLES, ROTTERDAM, HAMBURG via MANILA,
 SINGAPORE, COLOMBO and PORT SAID.
 M.V. ERMLAND ... on or about 16th Aug.

For freight, passage and further particulars please apply to
 Canton—CARLOVITZ & Co.
 Macao—A. A. DE MELO.
 Swatow—BOSS Bros.
 Amoy—O. MARTENS.
 Foochow—STERN & KROHN.
 JEBSEN & CO.,
 12, Pedder Street.
 Tel. C. 2225.

AMERICAN PIONEER LINE.

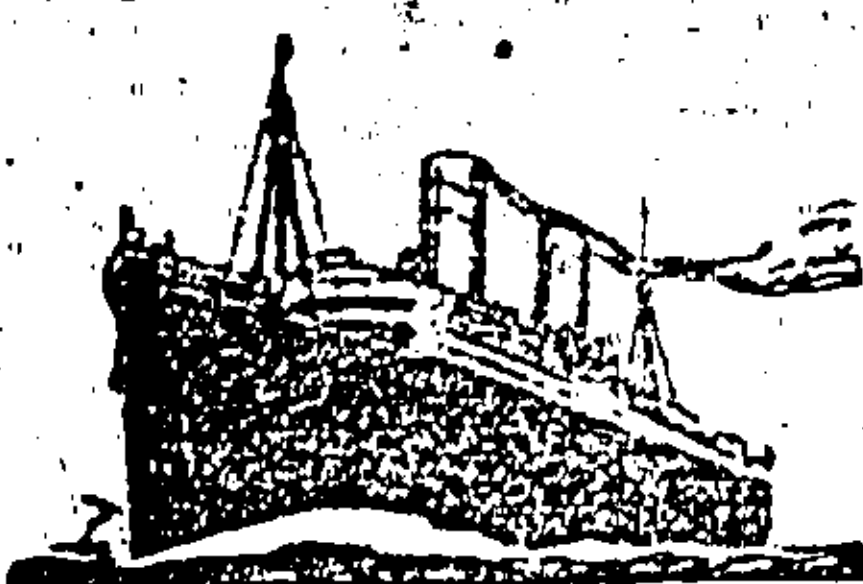
S.S. "DRYDEN" ... sails August 15th.

PHILADELPHIA, BALTIMORE, NEW YORK, BOSTON
 via PANAMA CANAL.
 Calling at PANAMA and HAVANA if inducements offer.

For Freight and further particulars apply to

AMERICAN PIONEER LINE
 Operated for United States Shipping Board
 by
 ATLANTIC, GULF & ORIENTAL STEAMSHIP CO.
 ADMIRAL ORIENTAL LINE—Agents.
 Hongkong and Shanghai Bank Building.
 Telephone Nos. 2477, 2478 and 785.

NORDDEUTSCHER LLOYD BREMEN.



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 AND
 FREIGHT SERVICE.

NEXT SAILINGS:

| STREAMERS: | ARRIVAL AT HONGKONG AND SAILINGS FOR: | SAILINGS FROM HONGKONG TO: |
|---|---------------------------------------|---|
| *ACCOMMODATION FOR 100 CLASS AND 150 INTERMEDIATE CLASS PASSENGERS. | SHANGHAI AND JAPAN. | GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID. |
| *"FULDA" ... | 19th August | 22nd August, 1925 |
| *"PALZ" ... | 18th September | 14th October, " |
| *"SCHLESSEN" ... | 10th October | 14th November, " |
| *"THIER" ... | 7th November | 12th December, " |
| *"MAHRBUCKEN" ... | 6th December | 12th January, 1926 |
| *"COBLENZ" ... | 2nd January | 7th March, " |
| *"FULDA" ... | 30th January | 4th April, " |
| *"DERFELINGER" ... | 27th February | 1st May, " |
| *"THIER" ... | 27th March | 26th May, " |
| *"MAHRBUCKEN" ... | 4th April | |

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C/4557.
 3, Queen's Building, Charter Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LYN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STREAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR |
|------------|--------------|----------------------|------------------------|----------|
| TJIKARANG | SHANGHAI | 29th July | 4th August | BATAVIA |
| TJITABOEM | JAPAN | 7th August | 8th | do. |
| TJIKEMBANG | BATAVIA | 9th | 13th | SHANGHAI |
| TJISALAK | S'HAL & AMOY | 12th | 15th | do. |

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage, apply to the
 JAVA-CHINA-JAPAN-LYN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF BEDFORD" ... via Suez Canal ... 7th August
S.S. "MERTON HALL" ... via Suez Canal ... 19th AugustBOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "ELMCHURCH" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF TOKIO" ... 3rd August
For Marseilles, London, Dunkirk & Hamburg.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINES.S. "SURAT" ... Sails Hongkong, End July
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Inharrim, Zanzibar, Mombassa, Kilindini, Port Nobob, Luderitz Bay, Walvis Bay, and Madagascar.AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 8th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

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Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" ... via Suez Canal ... 28th July
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 1st August
S.S. "MERTON HALL" ... via Suez Canal ... 19th August
S.S. "LAOMEDON" ... via Suez Canal ... 23rd AugustSteamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG,
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.**PRINCE LINE FAR EAST SERVICE**Regular Sailings to Boston and/or New York by fast
"reight steamers."

For BOSTON

NEW YORK

S.S. "SLAVIC PRINCE" ... 5th August, 1925

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)
King's Building.**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE**

There before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, rashes and glandular swellings, bad legs, abscesses, ulcers, eczema, psoriasis, rheumatism, gout, Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.**VETARZO REGULATORS.** Safe and Reliable.
Sole and Exclusive Agents: THE VETARZO REMEDIES CO., General Oak
English Price 3s. (either remedy). The VETARZO REMEDIES CO., General Oak
S.W. London, Eng. Unprincipled Dealers may try to sell you something else or
extra profit—do not accept it! Insist on having VETARZO. The genuine has words
"VETARZO REMEDIES" on Government Stamp. Sold by LEADING OAK CHEMISTS.**P. & O., British India
Apcar and
Eastern & Australian
Lines**(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including
New Zealand & Queensland Ports, Red Sea,
Egypt, Europe, Etc.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hongkong (about) | Destination |
|--------------|--------|-----------------------------|--|
| "SOUDAN" | 8,896 | 5th Aug. Noon | Spore, Penang, Colombo & B'way. |
| "KASHGAR" | 9,005 | 8th Aug. Noon | Marseilles, Cas. Blanca, London A'werp. & Hull. |
| "ALIPORE" | 6,273 | 14th Aug. | Spore, Penang, Colombo & B'way. |
| "SIOLIA" | 6,812 | 20th Aug. | Spore, Penang, Colombo & B'way. |
| "MACEDONIA" | 11,088 | 22nd Aug. | Marseilles & London. |
| "KIDDERPORE" | 5,334 | 27th Aug. | Marseilles, Cas. Blanca, Ldon. & Antwerp. |
| "NARKUNDA" | 16,337 | 5th Sept. | Marseilles & London. |
| "KEYBER" | 9,114 | 19th Sept. | Port Sudan, Marseilles, London & Antwerp. |
| "KARMALA" | 8,133 | 3rd Oct. | Marseilles, London & A'werp. |
| "SOUDAN" | 8,896 | 15th Oct. | Spore, Penang, Colombo & B'way. |
| "MALWA" | 10,941 | 17th Oct. | Marseilles & London. |
| "SIOLIA" | 6,812 | 29th Oct. | Spore, Penang, Colombo & B'way. |
| "KHYVA" | 9,135 | 31st Oct. | Marseilles, London & Antwerp. |
| "MANTUA" | 10,902 | 14th Nov. | Marseilles & London. |
| "KALYAN" | 9,144 | 25th Nov. | Marseilles, London & Antwerp. |
| "MOREA" | 10,911 | 12th Dec. | Marseilles & London. |

BRITISH INDIA-APCAR SAILINGS

| | | | |
|-----------|--------|-----------|-------------------------------|
| "TAIPEI" | 7,923 | 5th Aug. | Singapore, Penang & Calcutta. |
| "TAKLIWA" | 7,923 | 14th Aug. | do. |
| "TALMA" | 10,000 | 3rd Sept. | do. |

EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|------------------|-------------------------------|
| "ST. ALBANS" | 4,500 | 5th Aug. 10 A.M. | Manila, Sandakan, Thursday |
| "TANDA" | 4,283 | 2nd Sept. | Island, Townsville, Brisbane, |
| "ARAFURA" | 4,000 | 7th Oct. | Sydney & Melbourne. |
| "ST. ALBANS" | 4,500 | 4th Nov. | |
| "TANDA" | 4,283 | 2nd Dec. | |

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hong Kong, Canton, Kolumbaragan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. British Empire Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

| | | | |
|--------------|--------|------------|------------------------|
| "KHYBER" | 9,144 | 7th Aug. | Shanghai, Moji & Kobe. |
| "TANDA" | 4,283 | 11th Aug. | Moji, Kobe & Yokohama. |
| "NARKUNDA" | 16,337 | 21st Aug. | Shanghai. |
| "KARMALA" | 8,133 | 4th Sept. | Shanghai, Moji & Kobe. |
| "ARAFURA" | 4,000 | 12th Sept. | Moji, Kobe & Yokohama. |
| "MALWA" | 10,941 | 18th Sept. | Shanghai & Kobe. |
| "SOUDAN" | 8,896 | 18th Sept. | Shanghai, Moji & Kobe. |
| "KHYVA" | 9,135 | 2nd Oct. | do. |
| "SIOLIA" | 6,812 | 2nd Oct. | Shanghai & Kobe. |
| "ST. ALBANS" | 4,500 | 10th Oct. | Moji, Kobe & Yokohama. |
| "MANTUA" | 10,902 | 17th Oct. | Shanghai, Moji & Kobe. |
| "KALYAN" | 9,144 | 1st Nov. | Shanghai & Kobe. |
| "TANDA" | 4,283 | 7th Nov. | Moji, Kobe & Yokohama. |
| "MOREA" | 10,911 | 14th Nov. | Shanghai, Moji & Kobe. |
| "A STEAMER" | — | 25th Nov. | do. |
| "SOUDAN" | 8,896 | 25th Nov. | Shanghai & Kobe. |
| "MACEDONIA" | 11,088 | 12th Dec. | Shanghai, Moji & Kobe. |
| "ARAFURA" | 4,000 | 12th Dec. | Moji, Kobe & Yokohama. |

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Baggage must defray their own Hotel expenses at Singapore while waiting the on carrying steamers.
All Cables are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cantonment Road Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class, Coast Steamers having good
accommodation for First-Class Passengers, Electric Light and Fans in Staterooms,
Salons and Excellent cuisine.**SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 or 15 Days)**Arrivals and Departures from the Company's Wharf (near Black Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAIKONG" or "HAIKONG" at the Reduced Rate of \$40.00 including Meals with 1st Class
in Part.
For Freight and Passage apply to—
DOUGLAS LAPEAUX & CO.
General Manager.**CHINA NAVIGATION CO.,
LIMITED.****Sailings Temporarily
Suspended.**For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**
Telephone Central 33. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.**AUSTRALIAN-ORIENTAL LINE, LTD.**CONSIGNEES of CARGO from New Zealand and Australian Ports
are informed that all general Cargo for Hongkong by S.S. "TAIYUAN"
has been Discharged at MUNICA and Transhipped there at the Risk of the Owners of
the Goods to S.S. "KENDAL CASTLE" arrived Hongkong, 21st JULY, 1925.

BUTTERFIELD & SWIRE,

Agents,

Hongkong 21st July

AUSTRALIAN-ORIENTAL LINE, LTD.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "BOLTON CASTLE" ... Sails 30th July

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (Fiume).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.**NEXT SAILINGS:**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" (cargo only) ... Sails 7th Aug.

M.S. "ESQUILINO" (cargo only) ... Sails 10th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails 25th June

M.S. "ESQUILINO" ... Sails 31st Aug.

RATL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S. "UMSINGA" ... sails 1st September

S.S. "UMZUMBI" ... sails 1st October

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